

The following guidelines and established principles should be considered with regard to Transit-Oriented Development.

**1. Transit Proximity.** The highest density/land use intensity should be focused and concentrated close to the transit station. This area may be generally defined as (1/4? 1/2?) mile radius from the station, or may be generally defined as (5-10-20-30?) minute walk from the station, to allow for the consideration of barriers such as roads or existing development that may affect the walking distance to a station within which higher intensity may be appropriate. Density and land use intensity should decrease as distance from the station increases.

**2. Walkability and Bicycle Access.** Techniques to encourage pedestrian and bicycle travel to and from that station area should be encouraged. This may include an integrated pedestrian system plan, trails and sidewalks, bicycle storage facilities, a mix of uses that encourage walking and biking, pedestrian-friendly street network, and appropriate sidewalk width.

**3. Station-specific flexibility.** (Narrative about importance of flexibility due to unique character of different stations areas in the County)

**4. Mix of land uses.** (A call for a balanced mix of uses to promote 24-hour ridership; uses that would encourage pedestrian activity)

**5. Housing affordability.** (Creating an expectation to include workforce housing, senior housing, and a mix of housing types, densities and costs)

**6. Design.** (Text covering a range of good design issues/examples, possibly including squares and plazas, integrated pedestrian system, street-oriented building forms, compact development, architecture, place-making, safe spaces)

**Street Design.** (A related issue -- would call for safe and attractive streets, grids, connectivity, street trees, street design to serve pedestrians, bicycles, buses and cars, perhaps calling for designing streets for lower traffic speeds)

**7. Parking.** (To address maximum parking requirements vs. minimum requirements, shared parking facilities, street parking, metered parking, incentive programs, carpooling, neighborhood parking programs, wrapping retail around parking structures, minimizing surface parking lots)

**8. Transportation and Traffic.** (Issues covered might include transit service, capacity, transportation alternatives, shuttle service, choice in modes, Transportation Demand Management and vehicular issues such as traffic calming measures and cut-through traffic)

9. **Efficient use of transit.** (General language encouraging land uses that are more likely to create transit users)

10. **Vision for the community.** (General language addressing a range of livability issues-oriented to future, stakeholder centered, collaborative, flexible, building a place, not a project)

11. **Regional framework.** (Guidance on regional issues such as: efficient regional land use patterns, coordination with state and federal transportation agencies, surrounding counties, partnerships)

12. **Environmental benefits.** (How TOD should respect, mitigate impacts and/or improve air quality, water quality, preservation of open space and environmental areas)

13. **Economic benefits.** (Covering mix of land uses, local and small business retention, partnerships)

14. **Open space.** (General expectations for urban parks, civic space, public space, passive and active recreation to encourage walking, pocket parks)

Process issues also addressed include:

- Infrastructure improvements/impacts-modeling
- Community outreach, acknowledgment of existing stable communities near transit